SR 509 / I-5 Freight and Congestion Relief Project

Revised July 2003

Scenario

SeaTac to Federal Way

Project Description:

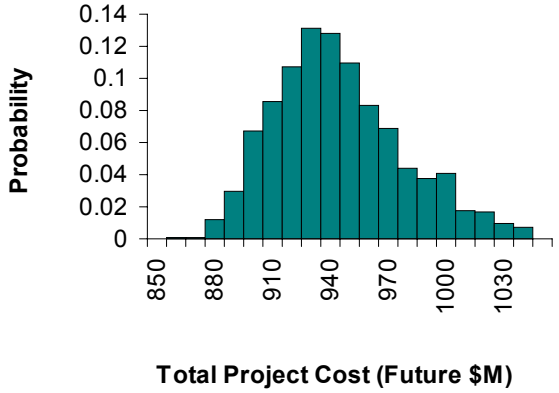
- Completes SR 509 as a six-lane freeway, with HOV lanes, between I-5 and S. 188th St. in SeaTac.
- Adds six miles of new lanes to I-5 from S 320th in Federal Way to SeaTac.
- Improves the I-5/SR 516 interchange, and adds a new interchange between I-5 and S. 228th St. in Kent.
- Builds an interchange on SR 509 connecting to a new South Access Expressway serving Sea-Tac International Airport.

Schedule:

Begin Construction
Range: 2006 - 2007

End Construction
Range: 2011 - 2013

CEVP Result:



Project Benefits:

- Completes SR 509 and connects it to I-5, completing an additional north-south corridor. Provides HOV connections between I-5 and SR 509.
- Improves freight mobility within the state's most traveled freight corridor.
- Improves access to Sea-Tac International Airport.
- Provides substantial peak-hour travel time savings between Seattle and Tacoma. Reduces congestion by diverting vehicles from the I-5 Southcenter Hill.
- Protects the environment: improves fish passage and water quality in Des Moines Creek Basin.

Project Cost Range:

10% chance the cost < $ 898 Million

50% chance the cost < $ 935 Million

90% chance the cost < $ 987 Million

Project Risks:

- Geotechnical conditions and changes to national seismic design criteria could increase structure costs.
- Limited number of qualified and available contractors could increase costs.
- Possible additional cost resulting from needed improvements at the I-5/S. 272nd St. interchange.
- Delay due to utility relocations and work adjacent to the Midway Landfill.
- Reduced project risk by Completing the NEPA process and the Access Point Decision Report process. Received concurrence from environmental agencies on the preferred alternative. Developed water quality strategies, so that water quality cost could be determined. Determined structure type, size and location.

What's Changed Since 2002:

- Scope: The scope of the project has not changed.
- Schedule: Begin construction has been delayed up to one year. End construction remains the same.
- Cost: The estimated overall cost of the project has gone down about $15 million (1.5%) as a result of key federal approvals and a higher certainty of project scope, design, and stormwater requirements.

Financial Fine Print (Key Assumptions):

- Full project funding becomes available by July 2005.
- Inflation escalation is to 2010, the approximate midpoint of construction.
- Additional federal, state, regional and local money is needed to complete this project.
- Project cost range includes $18 million in past expenses, beginning in 1992.

Level of Project Design: Low — Medium — High

July 16, 2003

Washington State Department of Transportation